



## RAILROADS.

## LOCAL TIME TABLE.

## MISSOURI PACIFIC

NORTH BOUND.	
Laredo and St. Louis	7:10 a.m. 7:45 a.m.
San Antonio and St. Louis	9:00 p.m. 9:20 p.m.
SOUTH BOUND.	
St. Louis and Laredo	8:00 p.m. 8:20 p.m.
St. Louis and San Antonio	8:15 a.m. 8:40 a.m.

## TEXAS AND PACIFIC.

EAST BOUND.	
No. 2 daily	7:30 a.m.
No. 4 daily	8:05 p.m. 9:10 p.m.
WEST BOUND.	
No. 1 daily	8:00 p.m.
No. 3 daily	7:30 a.m. 8:40 a.m.

## TRANSCONTINENTAL.

NORTH BOUND.	
Fort Worth, Whiteboro and	Arrive. Leave
Texarkana	7:10 a.m. 7:45 a.m.
Fort Worth, Sherman and	7:45 a.m. 8:10 a.m.
Texarkana	9:00 p.m. 9:20 p.m.
SOUTH BOUND.	
Texarkana, Whiteboro and	8:00 p.m. 8:20 p.m.
Fort Worth, Sherman and	8:15 a.m. 8:40 a.m.
Texarkana	

## GULF, COLORADO AND SANTA FE.

SOUTH BOUND.	
Mail and express, daily	8:50 a.m. 9:10 a.m.
Accommodation, mixed train	7:00 p.m.
NORTH BOUND.	
Mail and express, daily	8:45 p.m. 9:05 p.m.
Accommodation, mixed train	7:45 a.m.

## FORT WORTH AND DENVER.

North bound	4:20 p.m. 8:55 a.m.
South bound	
All the above from the Union Depot.	

## HOUSTON AND TEXAS CENTRAL.

Express trains	5:00 p.m. 10:45 a.m.
Mixed trains	2:50 a.m. 12:35 a.m.
P. A. MILLER, Ticket Agent.	
Depot near corner of Jones street and Daggett avenue. City office 403 Main street.	

## THE RAILROADS.

## The Fifteenth Annual Report of the Atchison Directors Shows the Road Most Prosperous.

## A Second Line Between Dallas and Fort Worth—President Paddock Is Interviewed—Fort Worth to Crockett.

## Home Notes.

D. W. Driskill of the Texas and Pacific was in Fort Worth last night.

There are not far from 3000 men at work on the Fort Worth and Denver extension. That force of men with plenty of material behind them can cover ground rapidly.

The Fort Worth and Rio Grande will be within twelve miles of Granbury by Saturday night. Six miles of track would have been laid during this week but for the heavy rains. The company was perfectly willing, however, to lose a little time to give the rain a chance.

A charter has been obtained by Dallas parties to build a railroad from Dallas to Fort Worth. The Dallas parties say travel is so heavy to Fort Worth that a second road would pay handsomely. The capital stock is \$100,000 and that amount will complete the road to Eagle Ford without equipments. Fort Worth will doubtless then have to hitch her cable tow to the road and yank its western terminus to the haven where it would be.

There are three stations in the Indian Territory open for business on the Atchison-Gulf line, they are Ardmore, Thackerville and Merietta. W. J. Houlihan, artist-in-chief of the road, has returned from a lettering tour to Ardmore, and reports that the Territory and all of Texas north of Fort Worth is in splendid condition. Houlihan is informing the people along the route with his brush how far they are from Fort Worth and Galveston.

The Gulf, Colorado and Santa Fe is selling tickets to Houston for \$13.65, good to return to May 10, to enable those who desire to attend the Volksfest. The company has, at the request of the sportsmen of the state, granted excursion rates to Gainesville for the great tournament to be held there. The Fort Worth round trip rate is \$2.60. Tickets on sale from the 7th to 14th; good to return until the 16th. The Temple cheap rate was for parties going to Waco, and were sold by the Santa Fe to the nearest connecting point.

The Denver News in speaking of the Missouri Pacific in Colorado says: "The action of the Pueblo business men in complying with the terms of the Missouri Pacific is a virtual settlement of the question as to the company's route to Denver. It is regarded as putting to rest the discussion as to Jay Gould's position towards the Denver, Texas and Fort Worth and the Colorado Midland. The Missouri Pacific will tap the Denver, Texas and Fort Worth at Pueblo, and come up to Denver over that line. At Colorado Springs the Missouri Pacific will connect with the Midland, which

will virtually put them in direct communication with the main points of the entire state. From Pueblo, where they tap the Denver, Texas and Fort Worth, the Missouri Pacific traffic can be distributed to Northern, Western and Southern Colorado, Mexico and Texas. The proposition to tap the Denver and Rio Grande at the Denver, Texas and Fort Worth at Ganger, just this side of Colorado Springs, which Jay Gould mentioned in conversation with a News reporter on his recent visit, was decided to be impracticable if the company could secure their terms from Pueblo.

A Dallas News Reporter interviewed President Paddock of the Fort Worth and Rio Grande and thus records the result: "Col. B. B. Paddock, president of the Fort Worth and New Orleans Railway Company, was here yesterday in the interest of his railroad and freedom of the True Blue sort.

"What progress is being made, Colonel, in the construction of the road of which you are president?" queried a News reporter.

"We have twenty-two miles of track laid and forty-five miles graded. It will be the best road in the country. You can put that in your paper and tell 'em I said so."

"What about the Fort Worth and Western?"

"We are going to build it. We have 100 miles of it located, and will build that distance at once. Graham is the objective point."

"Do you expect to get the St. Louis, Arkansas and Texas?"

"We have no expectations about it. We have got it already. We sent a committee, composed of the flower of our business men, to Texarkana, and the result will be a line of the road to our city."

"And the Rock Island?"

"That we have as good as secured, too."

"And then the Southern Kansas of Texas?"

"The same remarks apply to that."

"Got about all the roads you want, have you?"

"No; we need a few more for the proper carrying on of our business, but there is no apprehension but that we will get them."

## A Railroad to Junction.

DALLAS, TEX., May 5.—The Gulf, Colorado and Santa Fe Railroad Company has joined F. J. Martin, county road overseer, for interfering with certain lands claimed by said road.

## The Dallas Committee.

DALLAS, TEX., May 5.—The committee, with the exception of T. L. Marsalis and M. L. Crawford, who went to Texarkana on the 3d to confer with the officers of the St. Louis, Arkansas and Texas Railroad, returned this morning. They were told propositions would not be entertained for three weeks or more—not until the surveys now in progress were completed.

## The Prosperous Atchison.

BOSTON, MASS., May 5.—The fifteenth annual report of the Atchison, Topeka and Santa Fe Railway just issued shows the gross earnings for 1886, \$15,984,307; expenses and taxes, \$8,613,911; net earnings, \$7,370,395. Additional receipts from other sources swell the above amount to \$8,028,040. The surplus after paying fixed charges, sinking fund, dues, etc., is \$739,316. The increase of net earnings is \$419,111, the increase of net earnings deducting taxes is \$113,968. The bonded debt was reduced \$923,000 in 1886 and is now \$40,191,000.

## New Locomotives.

LONGVIEW, TEX., May 5.—Two new engines for the Galveston, Sabine and St. Louis arrived at the junction this afternoon. Widening of the gauge of that road to standard began this morning, and the engines were run in over the standard gauge into the company's new roundhouse. The machine shop of the company is also entirely new, and new and complete machinery is to be placed in it shortly.

## The Southeast Texas.

CROCKETT, TEX., May 5.—The railroad committee appointed to confer with like committees in the other counties along the line of the Southeast Texas Railroad have been at work endeavoring to get up a concert of action along the line, and expect to be ready to submit a proposition to any company which may determine to build on this route. It is the air line to New Orleans from Northwest Texas, and is 150 to 200 miles nearer than either of the roads by way of Marshall or Houston, and traverse, as good agricultural country and far better timber than on either of the other routes.

## The Southern Roads and the Law.

MEMPHIS, TENN., May 5.—The interstate commerce commission concluded its labors to-day after hearing the evidence from merchants of Memphis, Louisville, Lexington, Little Rock and Newport, Ark., to the effect that the enforcement of section 4 would be disastrous to commerce and the interests of the points named. The Louisville and Nashville, the Nashville, Chattanooga and St. Louis, and the Chesapeake and

Ohio and the Southwestern Railroads were granted two weeks time to file arguments and statistical information in support of their petition for the suspension of section 4. The opinion prevails that the testimony taken here has not impressed the commission adversely to section 4.

## A Railway President Dead.

MEMPHIS, TENN., May 5.—J. M. White, for fifteen years president of the Mississippi and Tennessee Railroad, died tonight in this city.

## Denver South Park and Pacific.

NEW YORK, May 5.—At a meeting of first mortgage bondholders of the Denver, South Park and Pacific to-day about \$100,000 of bonds were represented. A resolution was passed directing the trustee to begin foreclosure proceedings at once and make application immediately for a receiver.

## THE RAILWAY COMMITTEE.

MEET THE ST. LOUIS, ARKANSAS AND TEXAS RAILROAD MANAGEMENT.

The committee composed of Mayor Connor and a number of our leading business men, who went to Texarkana to confer with the officials of the St. Louis, Arkansas and Texas Railway looking to the extension of that line from Greenville to Dallas at an early date, returned this morning, and they are evidently in good spirits. They report, after being dinged by the reporter, that owing to the fact that all of the surveys being made by it are not yet completed, and that consequently just at this juncture the road was not quite ready to make or receive a proposition. The officials of the road think well of Dallas, and within three weeks will be ready to talk business and submit to Dallas a proposition, the tenor of which is not known. [Dallas Times, May 5.]

## NOT UNEASY.

THE "IT IS RUMORED" PUBLICATIONS DO NOT AFFECT BONHAM.

Special to the Gazette.

BONHAM, TEX., May 5.—It appears that the neighboring towns are envious of Bonham's division station of the Transcontinental. Paris now has one of the "It is rumored" publications that the division station of the Transcontinental will be moved to Paris," etc. Our citizens are giving themselves no uneasiness on this score, as they understood the "lay of the land."

A train of six coaches and baggage car had been chartered from Marshall to accommodate a picnicking excursion from this place yesterday, but owing to the continued rain, the order had to be countermanded.

## Canadian Pacific Ready for Peace.

CHICAGO, ILL., May 5.—All problems of transcontinental railroad travel were given an entirely new aspect at a meeting held here to-day. The meeting was composed of representatives of each of the various overland railroads, and was assembled for the stated purpose of securing harmonious action in establishing rates and avoiding competition. The proceedings begun by the election of Traffic Manager T. L. Kimball of the Union Pacific as chairman. After a general discussion regarding the object of the meeting a committee was appointed to draft a plan of organization and report to the meeting to-morrow. Then came the important development that it was nothing less than an expression of willingness from the Canadian Pacific Company to join with the other roads and become a member of their association. Heretofore that road has stood aloof, preferring to fight for business to and from California by cutting rates below the tariffs of American roads. It now agrees to come in provided it is allowed freight and passenger differentials to compensate it for its disadvantage as a long route. Its terms will doubtless be accepted if an agreement can be reached as to the lesser rates it will be privileged to charge. Pending the report from the committee on organization, the meeting adjourned until to-morrow.

## S. L. A. &amp; T. DIRECTORS.

A BIG MEETING AT TEXARKANA WITH MANY COUNTIES REPRESENTED.

Special to the Gazette.

TEXARKANA, ARK., May 5.—At the annual stockholders meeting of the St. Louis, Arkansas and Texas Railway in Texas, which closed its sessions to-day, the board of directors organized by electing Colonel S. W. Fordyce president and R. C. Kerens vice-president, and the other officers remain unchanged. The executive committee of the board of directors consisted of S. W. Fordyce, R. C. Kerens, H. Galis and J. C. Reiff. The necessary increase of capital stock and the authority to issue bonds for the purpose of building contemplated branch lines in Texas was acted on favorably. The construction authorized is expected to be completed before the end of the cotton season. The money for this construction has already been provided for. The Kansas and Gulf Short Line extending from Tyler, Tex., to Lufkin, already purchased, will become a part of this system as soon as proper operating arrangements are made. It is expected the iron manufacturers of that district will bring an enormous traffic to the general system. On that line is located one branch of the state penitentiary appendant to which is a large manufacture of iron at present in successful operation, and from which iron pipe is now being manufactured direct from the ore and distributed throughout parts of Texas. Perhaps the most perfect system of iron pipe made in the country is located at this point. Much of the time of the directors has been taken up at meeting committees of citizens from all portions of the state who are anxious for railroad extension of the line to their respective homes. Some seventy-one different counties were represented by committees of citizens, and it is estimated by those well acquainted with the committees that over \$25,000,000 of property was represented by them indirectly. The general offices of the company are now located in this place, at the central point of the system, and it is evident from the proceedings to-day that the principal shops and general hospital will be located here also. The only important change in the directory was that of substituting Mr. Tom Randolph of Sherman in place of Fisher of Tyler, which was due to the fact of Captain Fisher's removal to St. Louis.

In General Debility, Emaciation, Consumption, and Wasting in Children, SOOTHING EMULSION OF PURE COD LIVER OIL WITH HYPOPHOSPHITES, is a most valuable and effective remedy. It creates an appetite for food, and then the nervous system and builds up the body. Please read: "I tried Scott's Emulsion for a young man with phthisis and he gave up hope. Since he began taking this Emulsion his cough has ceased, gained flesh and strength, and from all appearances his life will be prolonged many years."—JOHN SULLIVAN, Hospital Steward, Morganza, Pa.

## IN COLD BLOOD.

## United States Deputy Marshal Dan Mathew of Dentonville, Ark., is Assassinated.

He is Killed by an Unknown Man in the Cherokee Nation—An Old Warrior Dies Like a Soldier.

Special to the Gazette.

TARLEQUAH, I. T., May 5.—Last night about 8 o'clock four or five shots were fired in the northeast end of town. Mr. Dan Mathew from Dentonville, Ark., deputy United States marshal, had been fatally shot by some one unknown who seemed to be lying in wait for him. The circumstances of the affair are as follows: Day before yesterday Mr. Mathews with Congressman Peel of Arkansas, Mr. Jefferson and a son of the murdered man started from Dentonville to Fort Gibson, I. T., where Mr. Mathew expected to make some arrests. They stopped near a spring in the north part of town where they pitched their tent, not dreaming of danger as they had no warrants for any one in this vicinity, but it seems that danger came when least expected. Mathew and Jefferson were walking along when suddenly an unknown man appeared before them and without warning fired a bullet square through Mathew's chest. The ball entered the left lobe of his right lung, coming out at the backbone, a dead shot. Notwithstanding the mortal wound Mathews got up from where he fell and fired three shots at his assailant without effect, after which he fell. The assassin did not stop here, but fired in rapid succession eleven shots at him. Jefferson, who in turn fired six at him. The assassin having emptied both his revolvers ran about 100 yards up the creek and whooped. This was the last heard of the unknown murderer. Deputy Marshal Mathews was then picked up and carried to a residence, where he breathed his last to-day at 12:30 p. m., although he received all the attention that medical skill could suggest.

Your correspondent interviewed Congressman Peel, who was at the camp when the shooting commenced. He said he was sitting around the camp not dreaming of danger when he heard the shots not far off. He hastily picked up my gun and went to the scene, where I found Dan Mathew lying in his own blood and Jefferson attending to him. Jefferson and I just took a notion to rusticate awhile, both being tired of town. Jefferson is a liverman and I am a lawyer. We wanted rest and just thought we would accompany Dan this trip and fish and hunt while Mr. Mathews attended to his official duties. We were going right on to Fort Gibson this morning had not this terrible calamity overtaken us.

Continuing Mr. Peel said this will be sad news at Dentonville and all over Arkansas when the news is flashed around that Dan Mathew has been murdered. No truer man lived. He was all through the war with my father and made a brave soldier. Dan was at the battle of Corinth when my Uncle Temple Berry was shot and lost his leg. He and Judge Pittman were the ones who picked up Berry and carried him to a resting place.

Mr. Mathew was a Royal Arch Mason and the Masons here are attending to his body, so it will be taken to his home for burial. All of our citizens deplore this infamous murder and will do all in their power to bring the assassin to justice. No clue has been hit upon as yet.

## AUSTIN.

Charters Filed—A Lunatic Asylum Commissioner Appointed.

AUSTIN, TEX., May 5.—The following charters were filed to-day, including the Dallas and Fort Worth Railway, which causes some comment:

The McKinney Water Supply Association; capital, \$40,000. Incorporators: J. L. Deggett, F. G. Garrison, Sam McDonald, J. L. White, J. P. Croch, Jessie Shain.

The Dallas and Oak Cliff Railway Company; capital, \$100,000. Commencing at the city of Dallas and extending to a point at or near the city of Fort Worth, Tarrant county. Incorporators: J. H. Simpson, Leon Blum, J. R. Hindman, T. L. Marsalis, T. J. Elliott, Thomas Friend, W. J. Bennett, Seth Sheppard, Frank Fred, J. T. Dargan, W. J. Storms.

Governor Ross to-day appointed Rev. Dr. H. Ward of the Baptist church a member of the lunatic asylum board, to fill the place of A. M. Jackson, resigned.

## HOUSTON.

The Volksfest Proves to be a Great Success.

Special to the Gazette.

HOUSTON, TEX., May 5.—The opening day of the Volksfest was in ever sense a brilliant success. The turnout of military, firemen and city officials, together with numerous floats representing business interests, forming a line fully a mile in length. At the grounds an address was delivered by Hon. Charles Stewart, and various amusements were participated in by the large crowd present. The greater number of the business houses closed at noon, and the city during the afternoon wore a Sunday like appearance.

CARRYING A MOUNTAIN LION.

The Manner in Which a Daring Young Nevada Carried a Savage Beast to Captivity.

Walker Lake (Nev.) Bulletin.

The trap was down and the lion was inside going around roaring and seeking to escape. Turner picked up a club, cautiously raised the trap, and by a well directed blow stunned the brute as it attempted to get out. Swinging it over his shoulder by the tail he started for home, and to keep it from impeding his movements by wabbling and twitting he secured the hind legs under his arms. It was fortunate for the circus company that he did this, for had he not the animal would have escaped. The blow which stunned the lion ruptured some veins in its nose, and after it had been carried for some distance with its head down, blood began to flow, and shortly afterward consciousness returned.

Now, Mr. Turner, although not greatly gifted sideways, is very tall, and his captive was not able to reach the ground with his paws. The firm hold he kept on his hind legs, by squeezing them to his sides with his arms, confined the animal's efforts for freedom to one end. This end was luckily opposed to a stout pair of

boots. These resisted the claws and jaws of the beast so well that the lower extremities of the gallant trapper suffered but "little injury. Once, however, in going down a very steep place, the animal caught one of the boot heels and nearly tripped its captor. As Taylor approached Coryville he heard the mate of his prisoner roaring in pursuit. This made him feel rather uncomfortable, but he clung to his captive, and reached town before his pursuer could overtake him. There was great excitement on his arrival, and the entire company assisted in caging the lion.

## SPORTING.

Horses Gathering for the Derby—Last of the Nashville Races.

CLEVELAND, OHIO, May 5.—Cleveland, 2; Cincinnati, 6.

NEW YORK, May 5.—Boston, 6; New York, 6.

BROOKLYN, N. Y., May 5.—Brooklyn, 16; Metropolitan, 13.

PHILADELPHIA, Pa., May 5.—Baltimore, 7; Athletics, 5.

WASHINGTON, May 5.—Philadelphia, 5; Washington, 5.

DETROIT, MICH., May 5.—Detroit, 5; Indianapolis, 3.

## Nashville Races.

NASHVILLE, TENN., May 5.—Despite the threatening weather and a slight drizzle just before the races the attendance to-day at the West Side Park was the largest of the meeting.

First race—Selling purse \$200, three years and upwards, six furlongs. The post odds were \$20 to \$1 on Billy Lincoln, Drum Stick \$12 to \$1, Effie Hardy \$4 to \$1, Lisland \$20 to \$1, Enchantress \$5 to \$1, Alice Moore \$8 to \$1, Colonel Owens \$1 to \$1, Alfred \$4 to \$1, Vivian \$5 to \$1, Bibby Bowling \$4 to \$1, Shadow \$4 to \$1, Bibby Bowling won by two lengths from Lisland, second, Shadow third. Time, 1:21 1/2.

Second race—Purse \$400, for three-year-olds and upwards; seven furlongs. The post odds were \$10 to \$1 Big Bree, \$10 to \$1 Doctor, \$11 to \$5 Lewis Clark, even money Mamie, Hunt \$15 to \$1, Broadhead \$20 to \$1. Lewis Clark won by a head from Mamie Hunt; Doctor, third. Time, 1:34 1/2.

Third race—Purse \$400, free handicap, one mile and seven furlongs. The post odds were five to one for Jennie McFarland, even money for St. Valentine, five to one for Porter Ashe. St. Valentine was first under string but was disqualified on the claim of foul riding, the race going to St. Valentine first, Porter Ashe second, Jennie McFarland, third. Time, 1:54.

Race for lawyers' stakes for colts and fillies, three-year-old, one and one-half miles. The post odds were Dark-bell four to one, Bannell seven to one, Banyon one to three, Hornpipe six to one, Luke Alexander ten to one. Banyon won by a length from Darkbell, Hornpipe third. Time, 1:56 1/2.

## Kentucky's Great Derby.

LOUISVILLE, KY., May 5.—Two carloads of horses arrived yesterday from Memphis, increasing the horses at the grounds to over 200. Jim George, Goliah, Rightaway, Penderis and Duke of Bourbon are watched daily with much interest in their exercise, and Jauber, Jacobia and Banburg's Success at Lexington, with that of Banyan at Nashville, give the judges here a pretty good time as to Jim George's chances. The California stable keep all in the dark about their champion, allowing none of the attendants to indicate the names of any of the horses, but the identity of two that will represent the stables has been established. Gora takes his work daily and outlooks his rivals, and his good work justifies the confidence of his backers. On Sunday he worked with a heavy weight on a half mile track in fifty seconds. The track being safe and not fast, good judges say that 2:37 will be about the mark, and the course can be made easily much faster than it is. The grounds are alive with people attracted these fine mornings by the great display of horses. Volante, Lucky B, Grissetta, Goliah, Miss Ford and Penderis of the Baldwin lot, and Troubadour, Masterpiece, Blue Wing, Bob Fisher, Rightaway and Duke of Bourbon of the Brown string, are creating the greatest interest. The loss of Lizzie Krepps to Captain Brown was a severe blow, as she was thought a certain winner of the Kentucky stakes, and she was thought to be the equal of any mare in the country. Flosters have been put out of the jockey club and everything points to the greatest Derby and race meeting ever held in Kentucky or this country. Telegrams for stabling are pouring in, and although the club has more stabling than any association in the world, it will be taxed to its utmost to accommodate the vast number who expect to attend. Higgins' string is expected to arrive by Saturday.

## WASHINGTON NOTES.

## QUEEN KAPIOLANI.

WASHINGTON, May 5.—Queen Kapiolani and suite, escorted by representatives of the State, War and Navy Departments, paid a visit this morning to the Washington barracks, where a special review of the troops was held in their honor. Several hundred spectators divided their attention between the royal visitors and the evolutions of the soldiers. The troops were under command of General Gibson, and the review was participated in by five foot batteries and one light artillery battery. This afternoon the Queen received the representatives of foreign governments in Washington.

While at the barracks the Queen and her party were entertained at luncheon by General Gibson. After diplomatic visitations, a body of Scottish rights, Masons of the thirty-third degree, of which order King Kalakaua is a member, called at the house and paid their respects to the Queen, and after dinner the royal party, with their escort, entered carriages and were driven out to Ivy City, where they witnessed the races of the National Jockey Club.

POSTMASTER AT TEXARKANA.

WASHINGTON, May 5.—The President to-day appointed Charles E. Bramble postmaster at Texarkana, Tex.

After dinner take one of Carter's Little Liver Pills and you will be free from your rising of food from the stomach. Try them and be convinced.

## Chinese Quarter Burned.

SAN JOSE, CAL., May 5.—The Chinese quarter of this city was destroyed by fire yesterday. The loss is \$75,000, insurance \$40,000.

## THAT DUEL.

Why the Spanish Minister Wants to Fight. CITY OF MEXICO, May 5.—Senior Viceroy Armero is the name of the Spanish minister who cuts such a prominent figure in the prospective duel. He has been minister to Mexico about one year. He escorted Miss Bazaine to a ball Saturday night and feels he must fight to protect her good name. Senior Noriega, the defender, has determined to lay the trouble before the Spanish government, and is collecting material to take to Madrid with a view to have the minister recalled. The trouble at the ball is only one of a series of grievances Noriega's friends claim. They cite particularly the minister's course in introducing the bull fighter, Mazantini in Mexican social circles and making of him a sensation as an imposition on Mexican hospitality. An attempt is being made to have the Minister expelled from the club. In the meantime the English Baron is impatiently awaiting Noriega's challenge. Noriega was on the committee and complained about the Baron's style of dancing. A great deal of sympathy is expressed for Miss Bazaine on account of the notoriety she received from the affair.

A nickel (5 cents) costs the government 14 cents. If the government had the exclusive manufacture of these coins there would be a great profit in them. But the coin can be so easily produced there is no means of estimating how many of them are counterfeit.

The Finest Razors in the World At Anderson's gun store.

## RAILROADS.

## Texas and Pacific Railway

The Great Popular Route Between

## THE EAST AND THE WEST

Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Double daily line of Pullman Palace Sleeping Cars through to St. Louis via the

## Iron Mountain Route

See that your tickets read via Texas and Pacific Railway. For maps, time tables, rates and all required information, call on C. D. Lusk, Ticket Agent, Fort Worth, Texas. J. H. MILLER, Traveling Passenger Agent, Dallas. B. W. McCULLOUGH, General Passenger Ticket Agent, Dallas, Texas. JNO. A. GRANT, General manager.

## THE MISSOURI PACIFIC RAILWAY

The Great

"North and South Trunk Line"

Is the Thoroughfare of Travel between

Central and Southwest

Texas to All Points North, East and West.

Double daily service of elegant Pullman Buffet and Sleeping Cars between San Antonio and Kansas City and St. Louis via the

Don't be deceived, but call for your tickets via the Missouri Pacific Railway.